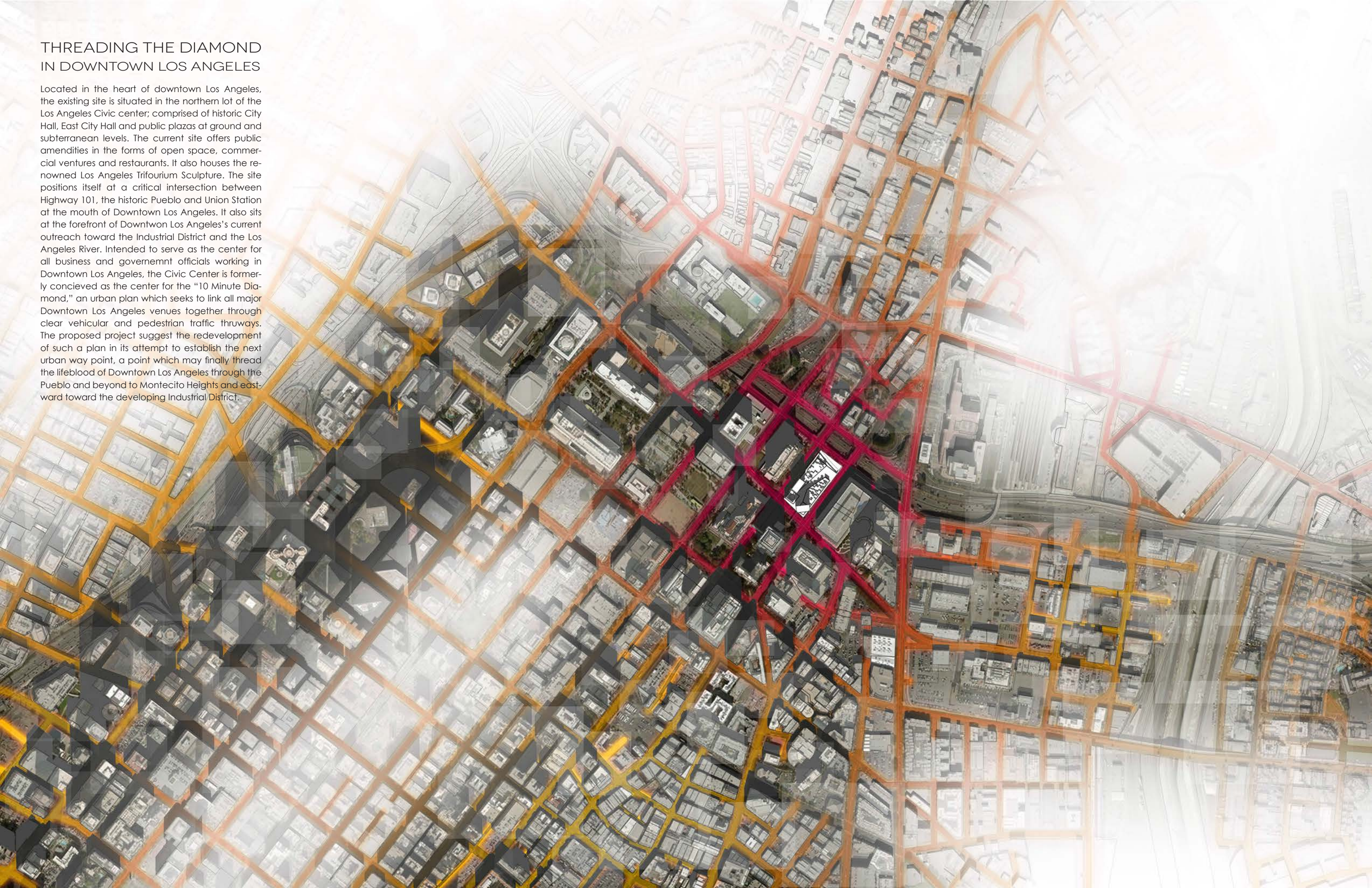
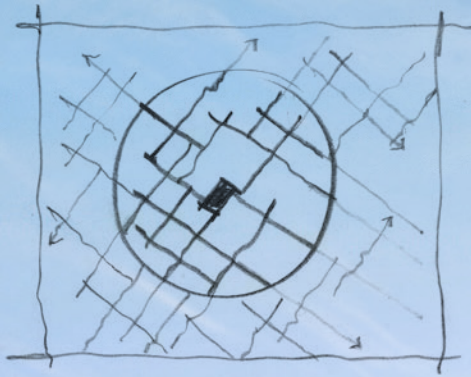


THREADING THE DIAMOND IN DOWNTOWN LOS ANGELES

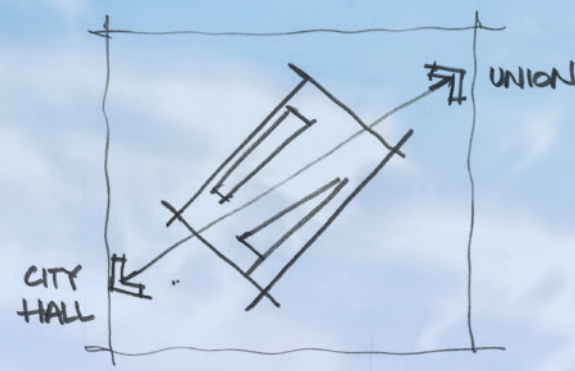
Located in the heart of downtown Los Angeles, the existing site is situated in the northern lot of the Los Angeles Civic center; comprised of historic City Hall, East City Hall and public plazas at ground and subterranean levels. The current site offers public amenities in the forms of open space, commercial ventures and restaurants. It also houses the renowned Los Angeles Triforium Sculpture. The site positions itself at a critical intersection between Highway 101, the historic Pueblo and Union Station at the mouth of Downtown Los Angeles. It also sits at the forefront of Downtown Los Angeles's current outreach toward the Industrial District and the Los Angeles River. Intended to serve as the center for all business and government officials working in Downtown Los Angeles, the Civic Center is formerly conceived as the center for the "10 Minute Diamond," an urban plan which seeks to link all major Downtown Los Angeles venues together through clear vehicular and pedestrian traffic thruways. The proposed project suggests the redevelopment of such a plan in its attempt to establish the next urban way point, a point which may finally thread the lifeblood of Downtown Los Angeles through the Pueblo and beyond to Montecito Heights and eastward toward the developing Industrial District.





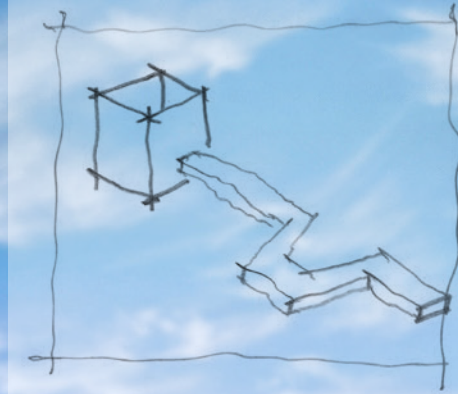
CATALYST FOR CHANGE

The project includes a proposal for a public bike hub located at the South West corner of the site. Pedestrians walking from adjacent Union Station are invited to use bicycle transport provided in the hub. The shift from foot to bicycle extends the opportunity to cover more city ground in 10 minutes than could be done by foot alone.



ACCESSIBILITY AND MOVEMENT

An operation of slicing a programmatic mass creates a void at what once was its core. Programmatically, this creates a public promenade encouraging through traffic between Union Station and City Hall. The introduction of a public bike hub allows individuals to move quickly through the city.



DESIGN STRATEGY

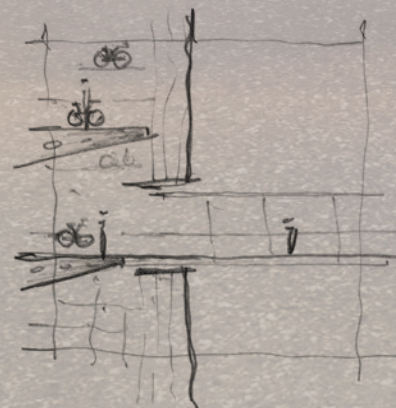
While threading public traffic occurs from the urban conception of the project, this weave continues its thread through more private sectors of the program to string public and private spaces together.





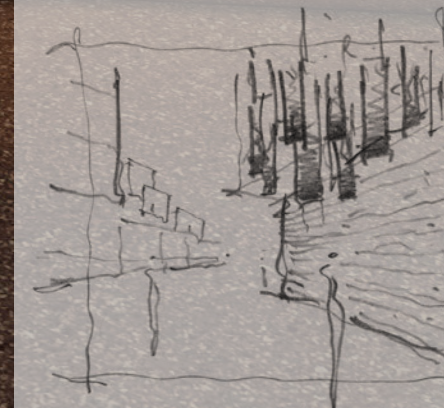
BEACON OF COMMUNITY

The strategy of wrapping a layer of illuminated lamination around the Triforium reactivates the corner and this community public art piece while an ascending ramp encourages community members to view the art from a different perspective.



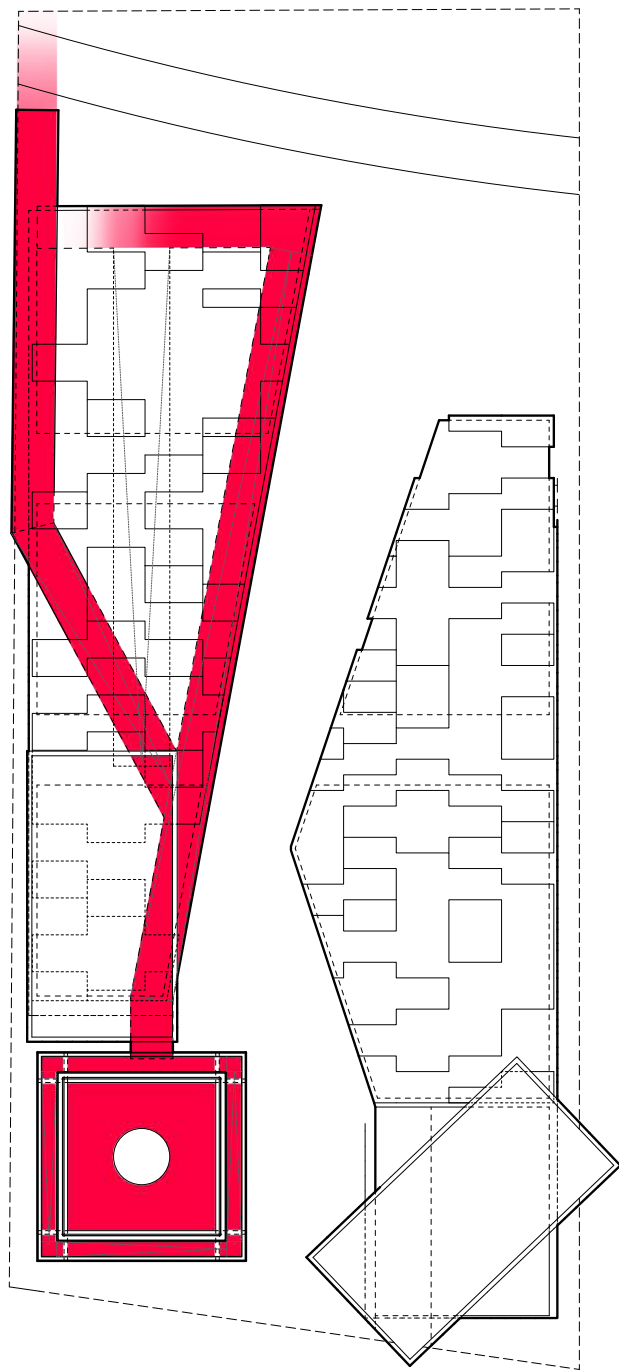
COMMUNITY BENEFIT

With the introduction of a public bike hub, the community is led to use a mode of transportation less emissive than a vehicle while encouraging active lifestyles.



HUMAN SCALE EXPERIENCE

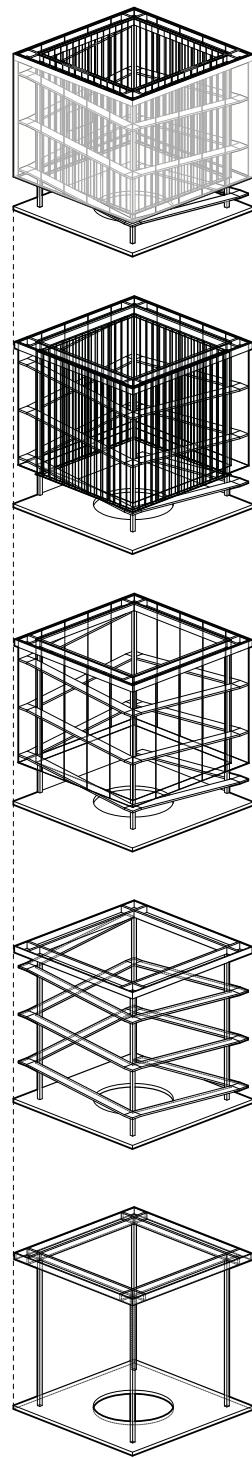
As the project's massing typology shifts from tower to mat, a field of outdoor platforms and performance areas allow individuals of permanent and transient occupancy to interact, simply so that people can see people. Materiality transitions from steel mesh panels above, to formwork concrete below the datum of human interface.



BUILDING PLAN

0 5 ft 15 ft 30 ft 50 ft

- 01 Existing underground condition
- 02 Establishing the subterranean levels and putting the plaza on ground level, this allows for access from all sidewalks directly into the plaza
- 03 Entry into the subterranean will be with a main ramp the leads directly to the tunnel to city hall east
- 04 Leaving the Triforium sculpture at the corner of the Temple and Main
- 05 Submerging the Triforium onto the subterranean level
- 06 Cutting into the ground allowing the Triforium to erupt into the plaza
- 07 Housing the Triforium within the Bike Hub
- 08 Lifting the Bike Hub off the ground in order have a continuous open plaza
- 09 Addition of bike racks and pedestrian ramps within the Bike Hub



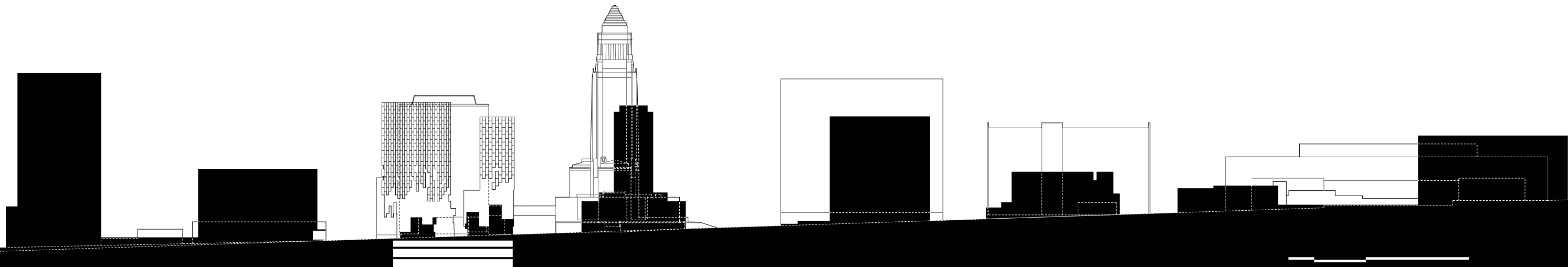
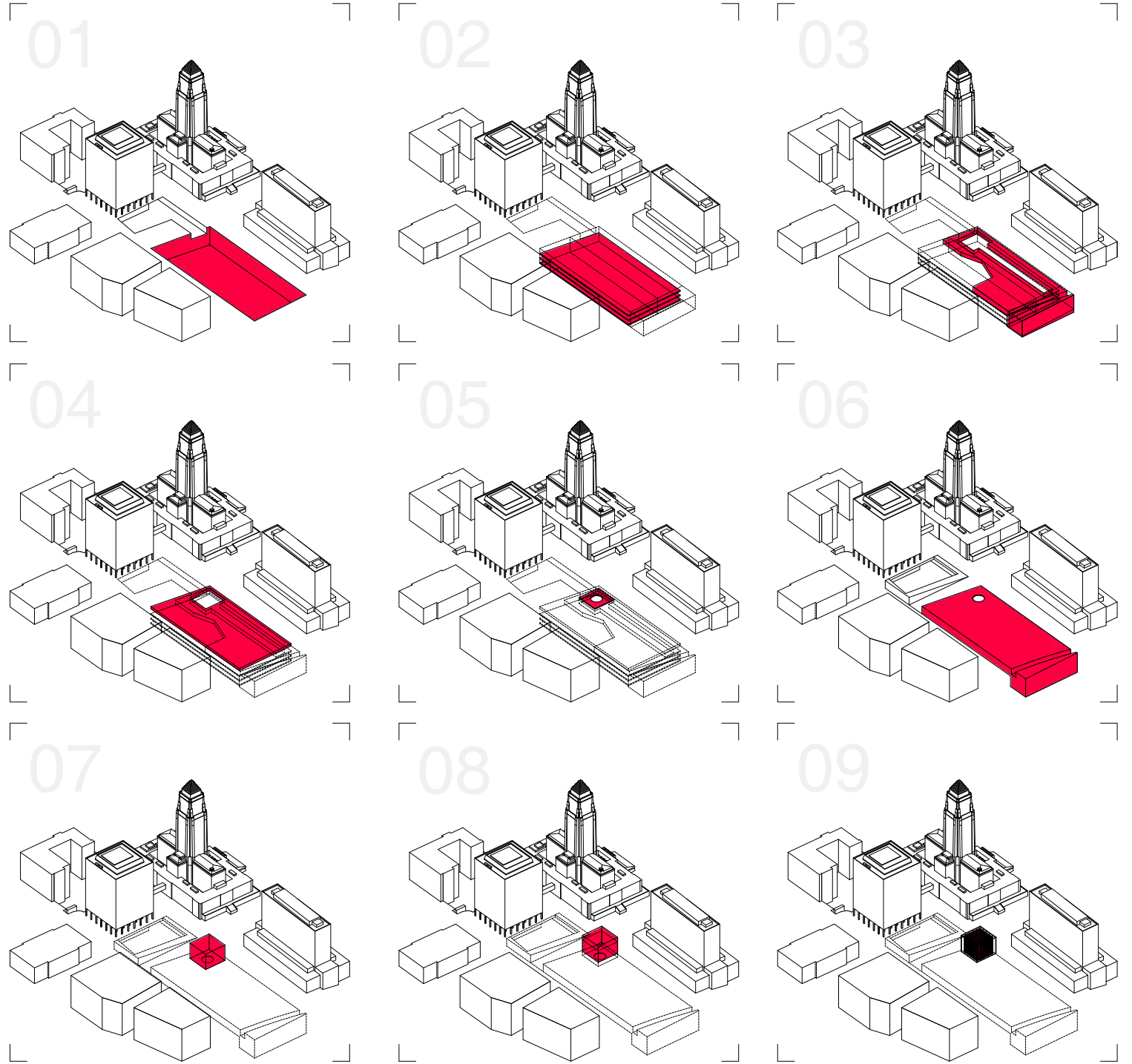
OUTER GLAZING

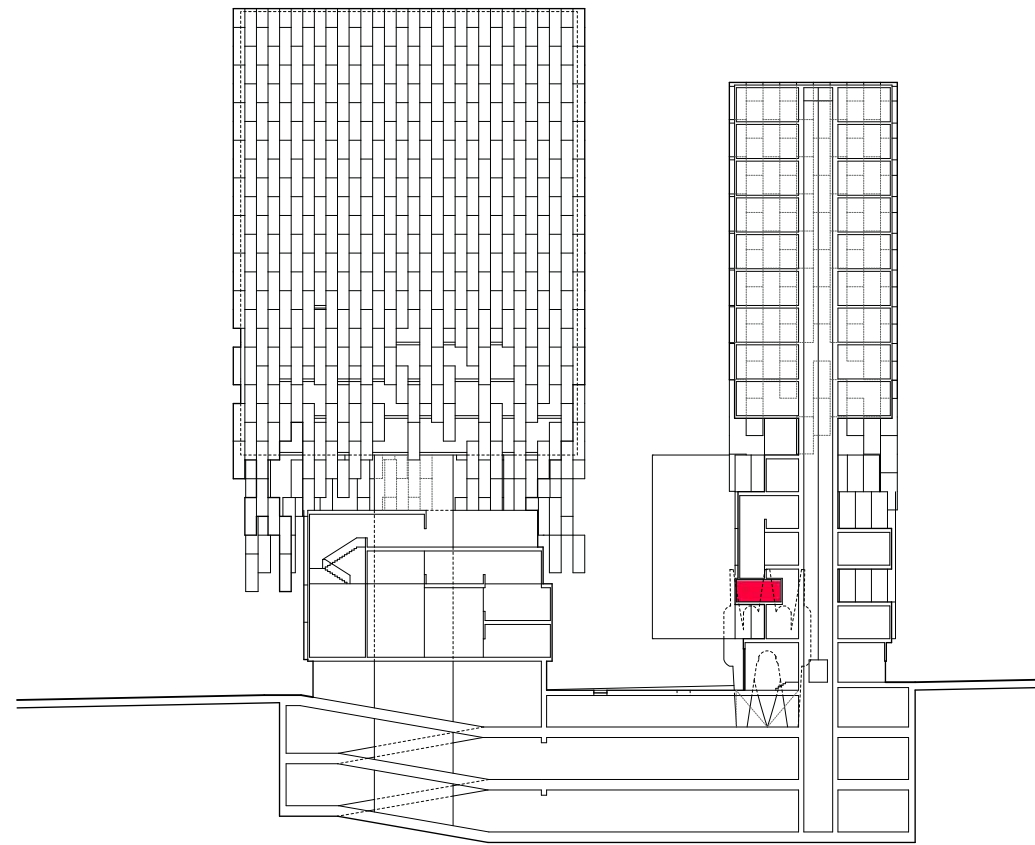
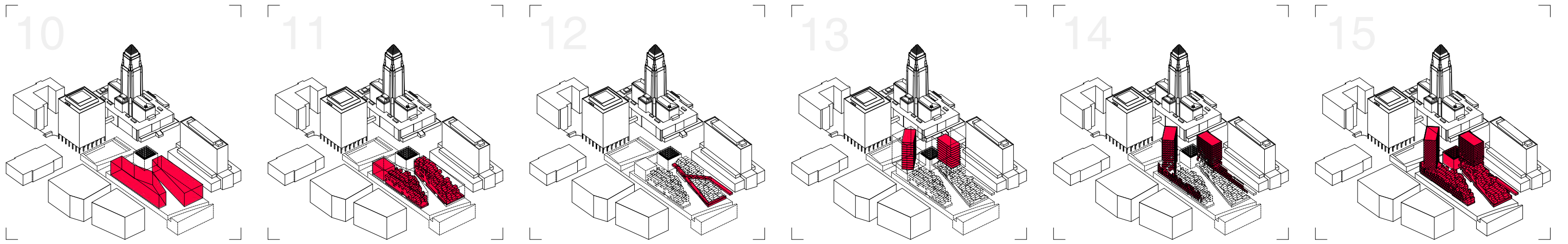
BICYCLE RACKS

SECONDARY STRUCTURE

RAMPS

PRIMARY STRUCTURE





0 5 ft 15 ft 30 ft 50 ft

BUILDING SECTION SOUTH

10 Creation of a pedestrian street diagonally through the site establishing a more direct link between Union Station and Grand Central Park Metro Station

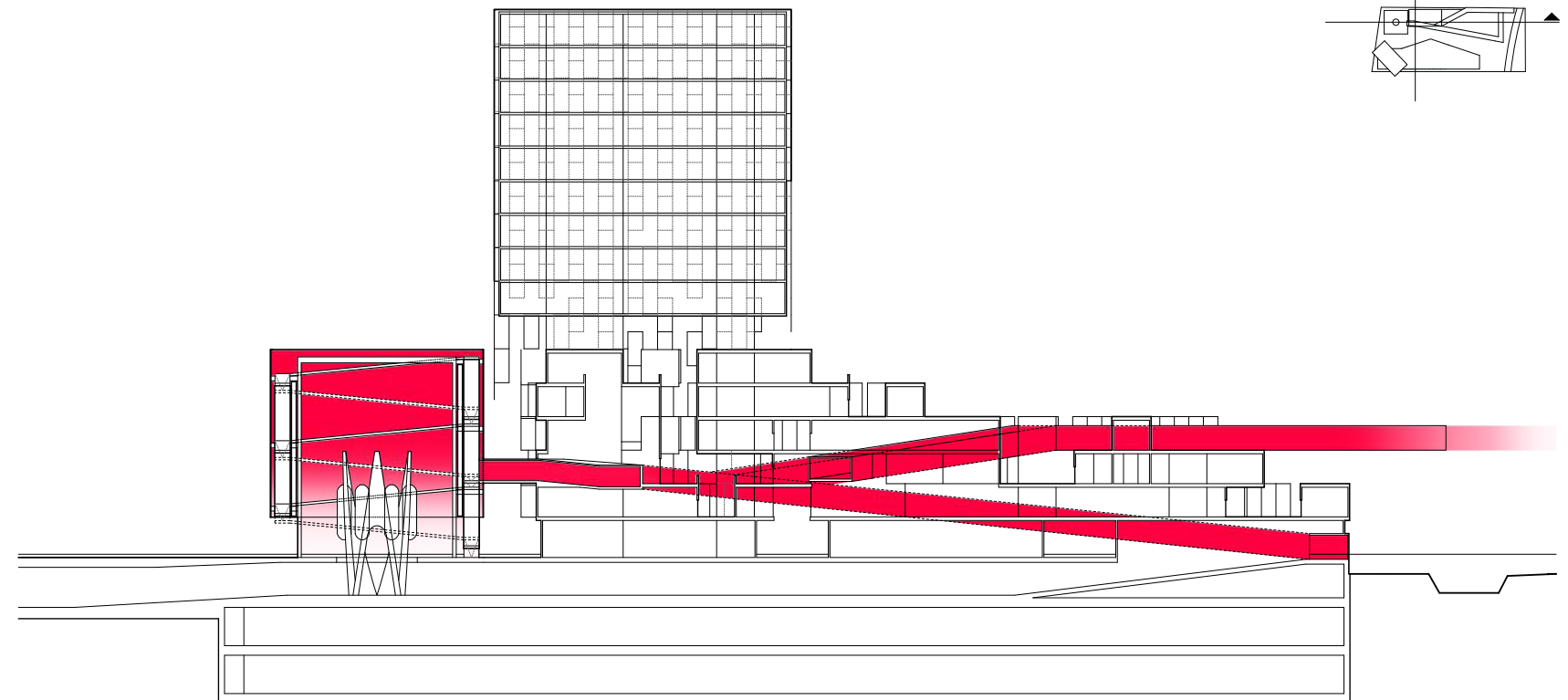
11 Dissolving of the forms towards the mountains across the 101 freeway

12 Creation of a public tunnel connecting the Bike Hub and Triforium with the building

13 Two towers for city offices that are rotated to frame the Bike Hub from both stations

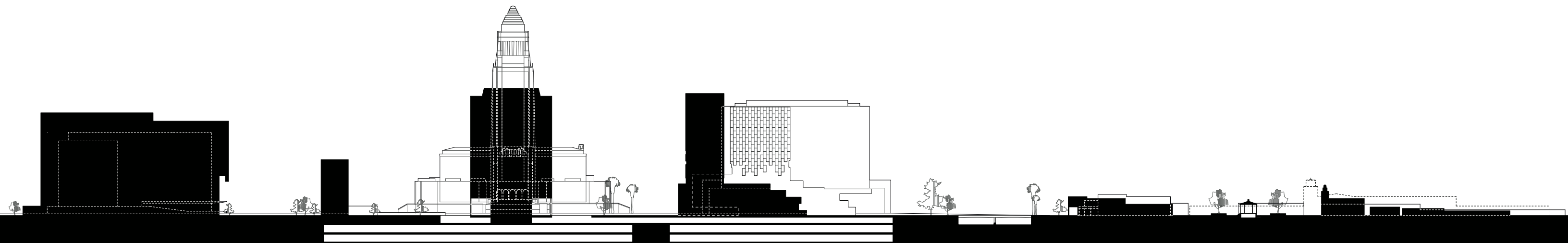
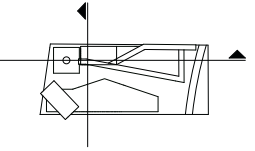
14 Tower and street skin

15 Final Design



0 5 ft 15 ft 30 ft 50 ft

BUILDING SECTION WEST



The core of the project lies in the reimagination of the Triforium: the re-consideration of its original artistic concepts, and the repositioning of its physical and sensual engagement with the public. While at first asked to speak toward the unknown urban complexities of the 21st century, the Triforium may finally respond to the contemporary issues which have unfolded around it. Pedestrian access, pedestrian health, civic community and civic identity make up the crux of contemporary concern in Downtown Los Angeles and modern cities throughout the world. The original concepts of the Triforium, though cloaked by time and change, shine as bright as ever, as they're reincarnated into an evolved program and level of public engagement. Though the identity of the Triforium is rooted in public art, the sculpture has been re-situated to become an object of both the primary and secondary, the observed and the observer, the silent and the brilliant.

